

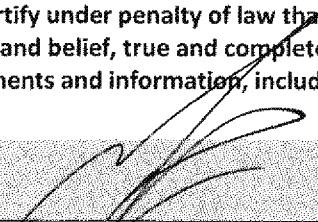
Fuel Oil non-availibilty report

Name of Vessel: Alam Sinar	Flag: Singapore	IMO Number: 9674816
(if other relevant registration # enter here) :		
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :		
Del fm shipyard dockmaster Shikoku, Japan – Vancouver WA (loading) – Vancouver BC (loading) – Campell River (loading) - Akita (discharging) - Niihama (discharging) - Isabel (discharging)		
Port of Origin:	Shipyards Shikoku, Japan	Date: 24Jan2014
Port of Destination:	Vancouver WA	First US port of Arrival: Vancouver WA
Date vessel first received notice that it would be transiting in the N. American ECA: 21Jan2014		
Vessel's location at the time of notice:		Shipyards Shikoku, Japan
Date/Time ship operator expects to enter N American ECA:		07 Feb. /2100LT (08 Feb./0500UTC)
Date/Time ship operator expects to exit N American ECA:		17 Feb. 2014 AM/PM
Projected days ship's main propulsion engines will be in operation within N American ECA:		About 1.3 days
Sulfur content of fuel oil in use when entering and operating in the N American ECA:		2.3% HSFO
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:		
Once we fixed the voyage to N America we tried to get LSFO at the shipyard, but were not able to arrange same in time.		

Name of suppliers contacted:	Address:	Date of contact:
Toyota		22.01.2014
Sinanen		22.01.2014
-Marubeni		22.01.2014
Kanematsu		22.01.2014
Jx Energy		22.01.2014
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
List below U.S. ports visited in the last 12 months: No			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a)			Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Captain A.Lobigas		Ship Operator Name:		Oldendorff Carriers	
Legal Agent in the U.S.:		PACIFIC NORTHWEST SHIP & CARGO SERVICES (USA) INC.		Ship Owner Name:		Everspeed Enterprises Ltd	
Name of designated Corporate Official: <i>Jens Mal Joergensen</i>							
Address (Street, City, Country, Postal Code):			<i>Willy. Brandt-Allee 6, 23554 Lübeck, Germany</i>				

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature	Print Name	Date
	Oldendorff Carriers GmbH & Co. KG Mr. Jens Mal Joergensen Director Bunker Department	<i>03.02.2019</i>